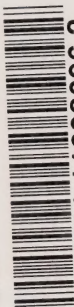


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See pp. 17-25, 26-9.

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No. 1155 B.

MEMORANDUM.

CUSTOMS DEPARTMENT, CANADA.

OTTAWA, 1st August, 1901.

To Collectors of Customs and others concerned.

Summary of Customs Manifesting and Coasting Regulations.

GENERAL REGULATIONS RESPECTING CUSTOMS MANIFESTS.

1. Unless otherwise specially provided, in all cases of shipment for transportation in bond, separate manifests in triplicate for each vessel, car or other vehicle used for that purpose, must be *prepared and signed by the master or proper agent* of the vessel, railway or other company or person by whom the transportation is made and *certified by the Customs Officer*, which manifest must contain a description of the merchandise by marks, numbers, and contents, the *route, conveyance*, port of destination and names of shipper and consignee.

With each copy of the manifest is to be filed at the sending port; one another all be forwarded *by mail* to the Canadian port of destination; necessary third copy shall be *attached* to the Railway Way Bill and to the car or vehicle's Inward Report.

2. Goods transported "*in bond*" shall be marked "*In Bond*" on the *Railway Way Bill* and on the *Manifests and Reports of the vessels and vehicles used for such transportation*.

4. A separate series of consecutive numbers must be given at sending ports to manifests for each port of destination, and for each fiscal year. Should there be more than one station at a sending port, each station should be distinguished by letters A, B, C, etc., and the series of numbers at each station should be kept distinct by prefixing the station letter to its number on the manifest. *Fractional numbers* (as $\frac{1}{2}$, $\frac{1}{4}$, &c.) *must not be used in numbering manifests*.

5. Manifests are to be recorded at receiving ports in the order of their arrival. One copy of the Manifest is to be returned to the sending port within thirty days, receipted and marked as provided in the railway manifesting regulations. It is the duty of the collector at the receiving

port to note whether manifests bear a consecutive *number* from the station whence issued, and to apply for any missing number, and to obtain either the missing manifest or a satisfactory explanation to be filed in the place of the number skipped.

6. When the collector at the sending port fails to obtain a receipted copy of any manifest at the end of one month after the forwarding of the goods, he shall then cause a copy of the missing manifest to be sent to the port in arrear with request for receipt or explanation, and failing to obtain a receipted copy he shall notify the inspector in writing and forward him a copy of the uncanceled manifest.

7. Customs sealing presses will be provided where required on requisition to the Department. The locks, seals or other fastenings for the transportation of bonded goods shall be approved by the Minister of Customs and shall be provided at the expense of the carrier engaged in such transportation.

8. The labour of cording, sealing and marking is to be performed and the expense paid by the carrier engaged in the transportation of bonded goods. The Customs sealing press is to be applied to the seals by the Customs Officer; and the seals are not to be thereafter removed, broken or injured except by order of an officer of Customs and in his presence.

9. Manifests shall be in such form as prescribed from time to time by the Minister of Customs, who shall direct the information to be given therein.

All manifests are required to have printed thereon at the right hand upper corner the words "Sending Port No. _____,"—"Receiving Port No. _____," and at the bottom of the manifest the words "of Railway or Carrier," "Customs Officer;" with a blank line for signature in each case.

The colours approved for manifests are as follows, viz: On railway (dutiable), *pink*; by express, *yellow*; by vessel, *white*; and for postal packages, *green*.

10. All Customs manifests of bonded goods carried by railway either as freight, express or baggage are required to be made out on firm paper and to be legibly filled in with ink, or with indelible pencil, so as to be suitable for handling and preservation as permanent Customs records.

11. *In cases of urgency* a press copy of the manifest, taken on firm glazed letter copying paper of foolscap or half foolscap size from the original typewritten in ink or legibly written with an indelible pencil or in ink, may be accepted for filing at the sending port only:

Provided, however, in all cases that the *original manifest* legibly filled in with ink or indelible pencil shall be forwarded by mail from the Sending Port to the Receiving Port, and that such *original manifest* always remain on file at the Receiving Port:

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Provided further that a perfect and legible carbon copy of the manifest made on firm paper, taken from the original as typewritten in ink or written with indelible pencil, may be accepted *for transmission along with the bonded goods or baggage* from the sending port to the receiving port—such carbon copy to be afterwards returned to the sending port in due course, with the proper endorsements by the Customs officer at the receiving port made thereon.

12. *Carbon copies* of manifests shall *not* be *accepted* under any circumstances *for transmission by mail* from the *sending* port to the *receiving* port named on the manifest; (2) nor shall *carbon copies* of manifests be received in any case for filing primarily at the sending port, except *for baggage*, in case of urgency: Provided, however, that the carbon copy of the manifest returned from the receiving port shall be filed together with the press copy or original at the *sending* port.

13. Baggage may be forwarded in bond, under Customs manifests when desired in the same manner as other goods, notwithstanding the special regulations providing for the transportation of baggage in bond under card manifests.

14. Goods forwarded by express or other conveyance are to be checked as provided in respect of dutiable goods manifested by railway. Goods by express are to be carefully checked by the Customs officer on arrival at the frontier port and manifested on the Customs port of destination.

When goods by express cannot be properly checked and compared with the manifests by the Customs officers at the frontier port of entry, they shall be forwarded in sealed compartments under manifest to another Customs port to be there checked by the Customs officer and if necessary remanifested.

In respect of goods carried by express trains, the second copy of the manifest may be forwarded along with the goods instead of by mail.

15. Free goods may be placed in a sealed car with dutiable goods in bond, when destined to a port on which the sealed car is manifested or to ports beyond but not intermediate ports: Provided, that all goods in the sealed car be carefully checked by a Customs officer when laden and the free goods be specially noted on the manifest as "*not in bond.*"

16. *It is to be particularly observed—*

(a) that goods forwarded in bond are to be manifested only on a Customs port of entry or manifesting station;

(b) that transfers from car to car are to be made only in the presence of a Customs officer and are in all cases to be *noted on the back of the manifest* accompanying the goods;

(c) that in respect of goods to be carried from one part of Canada to another part of Canada, in transit through the United States, the goods

are in all cases to be manifested by the Sending Port on the Canadian Frontier *port of exit*, to be there re-manifested on the Canadian Frontier Port of re-entry ;

(d) that goods from one part of the United States to another part of the United States passing in transit through Canada are to be forwarded under Canadian Customs Manifests and Seals. (Without however removing the U. S Customs Seals.)

17. If bonded goods be destined by a route both land and water within Canada, which requires a transshipment, the goods must be manifested from the Sending Port to the port of transshipment and finally manifested by a route which is continuous either by land or water to the port of destination.

If bonded goods diverted in transit arrive by railway at a port to which they have not been manifested and where a transshipment is required as mentioned in this section, the Original Manifest accompanying the goods shall be retained by the Collector at the port of transshipment who shall certify the facts as to the transshipment upon a duplicate (copy) of such manifest and forward same by mail to the Collector at the port of destination named therein.

In cases where the special permission of the Department is obtained, bonded goods may be transported on water routes for short distances as if by Ferry ; and the transfer from car to vessel may be endorsed and certified on the Customs Manifests by the proper officer of Customs similarly to the transfer from car to car.

Regulations respecting transporting, manifesting and reporting Dutiable goods by Railway in or through Canada.

Section 1. All goods removed in bond ex-warehouse under removal entry when the transportation is intended to be partly through a foreign country shall be manifested to the customs port of destination in Canada, and one copy shall be forwarded by mail to the frontier port of exit, to be there recorded and remailed without delay to the port of destination.

Sec. 2. All goods exported in bond, ex-warehouse or otherwise, shall be manifested to the frontier port of exit from Canada, but the foreign port of destination shall be recorded on the face of the manifest.

Sec. 3. All goods forwarded from one port in Canada to another, under frontier or general bond, shall be forwarded under manifest.

Sec. 4. All goods received at frontier ports, to be forwarded under bond to other ports in Canada, shall be forwarded to the ports of destination under manifest.

Sec. 5. Manifests shall be in such form as may be prescribed by the Minister of Customs, who shall also direct the information to be given therein.

Sec. 6. Manifests shall be made in triplicate for each car, one copy to be attached to the way bill and forwarded therewith to the Customs port of destination, one to be forwarded to the same port by mail or first train, and the third copy to be retained on file at the sending port; provided that instead of a third copy of the separate car manifest a general or train manifest may be substituted, to be kept on file at the sending port.

Sec. 7. All transfers from road to road, or from car to car, which may occur between the sending and receiving ports, shall be noted on the separate car manifest accompanying the way-bill by the customs officer in attendance; and no transfer shall be made except in the presence of a Canadian Customs officer, except as hereinafter provided.

Sec. 8. In the case of accidents between stations, where an officer cannot be procured to supervise the transfer, the conductor shall make and subscribe a declaration to the effect that the goods described in the manifest have been transferred under his supervision from the wrecked or damaged car, giving the No. &c., to car No.—using the forms provided, such declaration to be forwarded with the way-bill to destination.

Sec. 9. A separate consecutive number must be given at sending ports to manifests for each Port of destination; where there is more than one station at such ports, under charge of different officers from which manifests may be forwarded, the series of numbers at each station are to be kept distinct by prefixing a letter to the number to distinguish the particular station at which such manifests are made. Manifests of foreign goods in transit through Canada must be separately recorded at the ports of entrance and departure.

Sec. 10. Duplicate and triplicate manifests must be compared with the original, and with the way-bill before being forwarded; and the way-bill numbers must be shown on the manifest.

Sec. 11. Manifests are to be recorded at the receiving ports, with consecutive numbers in the order of their arrival, with ships or other reports inwards, and the sending port numbers also recorded. When the packages are all checked out of the cars the manifests are to be receipted and one copy returned to the sending port, the receiving port numbers and the entry or re-manifest number and stamp of the port being first placed thereon, with overs and shorts, if any, marked on both copies. All manifests received are to be returned to sending port within thirty days from date of reception as above, but if any goods received have not been entered the item must be marked with the number of the unclaimed list or the page of the book in which account of the unclaimed goods is kept.

Sec. 12. Transit manifests are to be cancelled at the frontier port of exit by the officer whose duty it is to see that the cars have passed out with unbroken seals, and if any seals are found broken or the car bears evidence of having been tampered with in Canada, the officer shall satisfy himself as to the correctness of the contents by a comparison of the packages with the manifest.

Sec. 13. Manifests must be legibly filled in with ink; in no case is a pencil of any kind to be used for the purpose.

Sec. 14. Excise goods when removed or exported by railway under Customs supervision must be manifested in the same manner as Customs goods, but such excise goods must be delivered to the customs officer by the proper officer of excise with a removal entry or warrant, otherwise they are not to be taken charge of by Customs officers.

Sec. 15. Inquiries as to goods short received should be made by the officers of both receiving and sending ports, as both are responsible for the due discharge of all goods called for by manifest.

Sec. 16. Should receipted manifests not be received within 30 days after the forwarding of the goods, the Collector of the sending port will cause a copy of the missing manifest to be sent to the port in arrear, with request that it may be returned with receipt or explanation.

Sec. 17. Each Canadian railway company, before being permitted to manifest goods in bond, shall enter into a general bond to be duly executed in the penal sum of eighty thousand dollars conditional for the due and faithful production at the respective ports of destination in Canada of all packages passing over such road under manifest, and for the general compliance with the Customs laws and regulations governing such traffic.

Sec. 18. All railway companies shall provide secure and commodious sufferance warehouses, and other necessary premises, in connection with their stations at every customs port or outport, for landing, storing, transferring, delivering and forwarding bonded goods; also, suitable office accommodation, with fuel and light, for the officers of customs appointed to attend such stations. All such premises to be made secure to the satisfaction of the Collector or proper officer of Customs.

Sec. 19. Loading, transferring or landing bonded goods before or after regular Customs hours, or on Sundays or legal holidays, shall only be permitted upon application to the Collector or proper officer of Customs; and railway companies shall pay such sum or sums for the extra services of officers, either weekly or monthly, appointed to attend to such duty, to the Collector of the port, as may be considered fair and reasonable; but no such money shall be paid by any railway company to any officer of Customs, except through the Collector of the port, who will, in every case, give his receipt for the same.

Sec. 20. All goods under bond, in charge of any railway, should have preference over other goods, and be promptly landed in presence of the officers of Customs in attendance.

Sec. 21. Such locks, seals or other fastenings, for freight cars as may be approved by the Minister of Customs shall be provided by the Customs Department, and furnished for use of railway companies at their expense.

O. C. March 19, 1883.

Sec. 22. Transfers of merchandise in course of transportation *in transitu* through Canada may be allowed as follows:—

When cars partially loaded arrive under United States Customs seal, at any railway station at which there are both Canadian and United States officers of Customs in attendance, such car may be unsealed by a United States officer in the presence of a Canadian officer, and the contents transferred to another car under the joint supervision of the said officers, and all such changes and transfers shall be duly recorded on the back of the manifest accompanying the car in the same manner as is permitted in case of accidents, and be signed by both of said officers.

TRANSIT THROUGH THE UNITED STATES.

Regulations for the transportation of goods in transit through the United States (as amended).

Sec. 23. Goods the growth, produce or manufacture of Canada, including goods in excise bond under the usual removal entry, and foreign goods duty paid or free of duty, may be transported from one port to another of Canada over the territory of the United States, by railway, with the consent of the proper United States authorities, by routes duly designated and bonded for such purposes. Imported goods in bond may be transported in like manner.

Sec. 24. Such goods may be so transported in railway cars under Canadian Customs seal or in single packages under cord and Canadian Customs seal, and such cars or such goods must remain so sealed until they shall have passed through the United States and have re-entered Canada, excepting only that transfers may, in the case of such goods contained in sealed cars, be made within the territory of the United States under the joint supervision of United States and Canadian Customs officers, in which case the cars to which such goods are transferred shall be duly re-sealed with the Canadian Customs seal under the supervision of the Canadian Customs officer present at such transfer. Sugar and molasses in hogsheads, railroad iron, and all goods in bulk which are incapable of being laden in closed cars, may be transported on open

cars, but such goods must be duly corded and sealed if their nature will permit.

Sec. 25. The agent of the railway or other transportation company must present to the Collector of Customs at the Canadian frontier port of exit manifests in triplicate on the Canadian frontier port of re-entry for each car containing such goods, which manifests shall be prepared by the said railway or other transportation company and subscribed by the proper agent thereof and shall contain a particular description of the goods, by packages, marks, numbers and contents; the destination, the consignor, the consignee, and the route over which the transportation is to be made, and shall distinguish such goods as are in Customs or Excise bond from such goods as are not in Customs or Excise bond. The manifest shall be in the form prescribed by the Minister of Customs.

Sec. 26. Upon the presentation of such manifests at the Canadian frontier port of exit the proper officer of Customs thereat shall compare such manifests with the way-bills of the railway or other transportation company and see that they agree therewith. The cars containing such goods shall be sealed with the Canadian Customs seal under the supervision of the Customs officer present, or if such goods are to be transported otherwise than in a sealed car, the packages shall be corded and sealed with Canadian Customs seal under like supervision.

The proper officer of Customs shall then certify and stamp each of the triplicate manifests, taking care to score with lines the blank portion of each manifest so that no additional articles may be interpolated after signing, deliver one thereof to the agent of the railway or other transportation company to be attached to the way-bill and accompany the goods, and immediately return the other two to the Customs House. One of such manifests shall be filed at the Customs House and the other forwarded by first mail to the Collector of Customs at the Canadian frontier port of re-entry.

Sec. 27. On arrival at the Canadian frontier port of re-entry a careful examination must be made of the seals, or the cords and seals, as the case may be, and if found intact they shall be removed. Such goods as ARE NOT noted on the manifest as being in Canadian Customs or Excise bond shall be released from further Customs surveillance, and such goods as ARE noted on the manifest as being in Customs or Excise bond shall be forwarded to destination under manifest on Form A 2. The officer who has examined the seals, or cords and seals, will certify the result on the manifest and return one copy of the manifest to the port from which it was issued.

If the seals be lost or broken, or if the packages, cars or seals appear to have been tampered with, the goods shall be carefully compared with the manifest and if the circumstances justify such action, be detained for seizure and condemnation. In ordinary cases a comparison

by marks and numbers will be sufficient, but if there be any well grounded suspicion of fraud the examination will extend to the contents of packages.

Sec. 28. Goods transported over United States territory as provided by Section 23 may be transferred from one sealed car to another within such territory, but such transfers may be made only at established transfer points under the joint supervision of the Canadian and United States Customs and in the presence of the Canadian Customs officer appointed for such purpose, by whose authority only may the Customs Seal placed upon such car at the Canadian frontier port of exit be broken.

If the whole of the goods contained in the car be transferred intact to another car, such car to which the goods have been so transferred shall be sealed with Canadian Customs seal under the supervision of the Canadian Customs officer present, and he shall note on the way-bill copy of the manifest the initials and number of the car into which the goods are transferred and certify thereto in the place on such manifest provided for that purpose.

If at any such transfer point the goods contained in any sealed car arriving thereat are transferred into two or more cars, such cars shall be re-sealed in the manner hereinbefore provided, and in case any of the cars into which any of the goods are so transferred are routed to re-enter Canada at a port other than the Canadian frontier port of re-entry on which they were originally manifested from the Canadian frontier port of exit, copies of the manifest shall be made in triplicate, at the point of transfer, for each car so to re-enter Canada at another Canadian frontier port, which copies shall bear the same date and the same sending port number as the original manifest, and be exact copies of same in all particulars excepting that the name of the Canadian port of re-entry shall be changed to that of the port at which the car is actually to re-enter Canada, and the body of the manifest shall contain only the goods which have been diverted to such Canadian port of entry. The transfer shall be noted thereon and certified in the manner hereinbefore provided, and one copy shall be kept and filed by the officer present at the transfer and the other two copies forwarded, one attached to the way-bill with the goods and the other by first mail, to the Canadian frontier port of re-entry.

The original manifest shall go forward with the goods which have not been diverted at the point of transfer, but the Canadian officer present must make on the face of such manifest such notation as will clearly show which of the goods covered thereby have been diverted and to what Canadian frontier port of re-entry such diversion has been made.

Sec. 29. In any case where an additional copy or copies of a manifest may be required by a railway or other transportation company for delivery to the United States Customs, such additional copy or copies may be certified by the proper officer of Canadian Customs.

The following forms of manifests are prescribed in accordance with the foregoing regulations :—

No. A. 2.—Approved Form.

(COLOUR, YELLOW.)

EXPRESS COMPANY.

Sending Port No.

Receiving Port No.

CANADIAN CUSTOMS Separate Car Manifest of Bonded Goods
despatched from the Port of by the
Railway on the day of 190
Messenger, destined for the Port of via the Frontier
Port of

CONSIGNEES.	DESTINATION.	Marks and Numbers	Number of Packages	Description of Packages.	Receiving Port No. of Entry. <i>Re</i> Manifest of Unclaimed List.

Certified as having been examined and compared with Triplicate Manifest or Train Report, Packages checked and found correct.

.....
Agent Express Co.

.....
Collector or Landing Waiter.

 This Manifest may be used for either Inwards, Outwards or Transit Goods, and on its return to the Sending Port—duly acquitted—it is to be attached to the Triplicate or Train Report to which it refers, as shown by the Manifest Register

* Fill in Canadian Port of Exit when goods are in transitu to a Foreign Port.

No. A 2.—APPROVED FORM. (Colour, Pink.)

(ONE SIDE.)

CANADIAN CUSTOMS SEPARATE CAR MANIFEST OF BONDED GOODS
 despatched from the Port of by the
 RAILWAY,
 on the day of 188 , per Train No. whereof
 is Conductor, and destined for the Port of
 via the frontier Port of*

Number of and Initial Marks of the Railway }
 Car containing the goods described below. }


Sending Port No.

Receiving Port No.

No. of Way Bill.	Consignees.	Marks and Numbers.	No. of Packages.	Description of Packages.	Receiving Port. No of Entry Re Manifest or Unclaimed List.

CERTIFIED as having been examined and compared with the TRIPPLICATE MANIFEST or TRAIN REPORT and found correct. Certified also, that the Car has been examined and the locks and seals found in order and secure.

.....
Agent of Railway or Carrier......
Collector or Landing Waiter.

 This Manifest may be used for either INWARDS, OUTWARDS or TRANSIT Goods, and on its return to the Sending Port—duly acquitted—it is to be attached to the TriPLICATE or Train Report to which it refers, as shown by the Manifest Register.

* Fill in the Canadian Port of Exit when goods are in transitu to a Foreign Port.

(OTHER SIDE)

Whenever this Car is transferred to another Railway, or its Contents transferred to another Car, or leaves the Port of Exit for its foreign Port of Destination, the appropriate form below must be filled and properly signed. (*Vide* Regulations as per order in Council of March 19th, 1883.)

REGULATIONS.—Section 7.

This Car was transferred at _____ to the _____ Railway
with unbroken seals and otherwise in good order, on the _____ day of _____ 188

This car was again transferred at _____ to the _____ Railway
with unbroken seals and otherwise in good order on the _____ day of _____ 188

The Contents of _____ Car No. _____ as over were transferred to
Car No. _____ and duly locked and sealed in my presence at
this _____ day of _____ 188

.....Collector.

REGULATIONS.—Section 8.

I, _____, Conductor in charge of Car No. _____
containing Bonded Goods described as over, do declare that—there being no Customs
Officer present—all and every of said goods were transferred in my presence to
Car No. _____ at _____ this _____ day of _____ 188

Declared before me at _____ this _____ day of _____ 188

REGULATIONS.—Section 12.

I HEREBY CERTIFY that _____ Car No. _____ has been received at the Port of
_____ with unbroken seals and otherwise in good order, and has
been despatched this _____ day of _____ 188 to the foreign Port of _____

.....Collector.

FORM A 11.

Sending Port No.....

Receiving Port No

CANADIAN CUSTOMS SPECIAL MANIFEST

OF GOODS IN TRANSIT through the United States leaving Canada at the Port of.....
and to re-enter Canada at the Port of..... We hereby certify that the follow-
ing described goods have been laden on Car initialed..... No..... and that the
said goods or the said car has been duly secured with Canadian Customs Seals for transit
through foreign territory.

Marks and Numbers.	Number of Packages.	Description of Goods.	In Bond or not in Bond. (See note.)	Consignor.	Consignee and Destination.

Landing Waiter at
Port of Exit.

Agent of Railway or
other Transportation Co.

Customs Stamp of Point of Transfer.	I certify that the above goods have been transferred into car initialed..... No..... and re-sealed with Canadian Customs Seals.	Customs Stamp of Port of Re-entry.	Port of I certify that the above goods have been duly received and that the Canadian Customs Seals at- tached to said car, or the cords and seals attached to said goods, were intact and in good order (or as the case may be).
	Canadian Customs Officer at Transfer.		
			Landing Waiter.

NOTE—Goods "In Bond," either Customs or Excise, must be clearly designated here on.

Sealing of Cattle Cars in transit through Canada

AND

Cording and sealing of Packages passing between Ports in the United States via Canada.

In respect of live stock in transit through Canada from one port of the United States to another, in cases where United States authorities permit the removal of United States Customs Seals by Canadian Customs officers, when necessary for watering or feeding stock, the facts are to be noted on the manifests over the signatures of such Canadian officers, and it is understood that after the stock has been watered and fed and returned to the cars in Canada, *Canadian Customs seals are to be attached to the cars.*

The following instructions, concurred in by the Dominion Government, have been issued by the United States Treasury Department, March 11th, 1901, containing provisions respecting cording and sealing of packages passing between ports in the United States *via* Canada, viz.:—

MERCHANDISE IN TRANSIT THROUGH CANADA.

“Art. 10. Merchandise of domestic origin, duty-paid or free of duty, “may be transported from one port to another of the United States, over “the territory of the Dominion of Canada, with the consent of the “proper authorities, by routes duly designated and bonded for such “purpose.”

“Cars must be specially appropriated for such transportation, placed “under customs seal, to be attached by an officer of the customs at the “port of departure in the United States, and remain thus sealed until “they shall have passed through such foreign territory and again arrive “in the United States.”

“*In instances where a sufficient quantity of goods is not available to “fill an entire car, the packages may be forwarded, if corded and sealed, “the facts to be noted upon the special manifests.”*

“Railroad iron, sugar and molasses in hogsheads, and all other “merchandise in bulk which is incapable of being put in locked cars, “may be transported on platform cars, duly corded and sealed.”

“Canadian customs seals may be attached to cars containing mer- “chandise passing between ports in the United States *via* Canada, or to “packages of such merchandise, if the authorities of the Dominion “instruct its officers to take such action.”

Regulations respecting the Cording and Sealing of Passengers' Baggage under Card Manifests, in force 1st July, 1900.

Passengers' baggage under card manifests, properly corded and sealed, may be forwarded by carriers duly authorized to transport goods in bond.

The card manifest shall be in such form as may be prescribed by the Minister of Customs, who shall also direct the information to be given therein.

One card signed by the Customs officer at the sending port to designate the date, check number, and place where manifested at and on, shall accompany each piece of baggage.

In the case of baggage examined outside of Canada, the card manifest shall certify that there are no dutiable goods therein.

The carrier shall become responsible for the due return to the sending port of such card manifests properly cancelled by the Canadian Customs officer who releases the baggage.

The sealing officer shall keep a book record of baggage for reference. The releasing officer shall keep a book record of baggage received by him and shall deliver the card manifest to the carrier after signing and stamping same, so that the carrier may return the card manifest duly cancelled to the Customs sending port daily.

Upon return of the card manifests to the sending port the Customs officer shall check same with his book record of baggage forwarded.

Unless otherwise directed by the Minister of Customs the card manifests may be $2\frac{1}{2} \times 4\frac{1}{2}$ inches in size, "pink" in colour for local baggage or baggage in transit through Canada, "white" for intransitu baggage and "green" for baggage examined in the United States. The card manifests and record books of bonded baggage forwarded shall be provided by the transportation companies. The following printed texts, respectively, shall be on the card manifests, viz. :—

FORM A. 20. (Pink.)

(LOCAL BAGGAGE OR BAGGAGE IN TRANSIT THROUGH CANADA.)

IN BOND.

(OTHER SIDE.)

Baggage Card Manifest.

Stamp of Customs Receiving
Port.

Check No.

From

To

in Canada.

I certify that this baggage was
corded and sealed by me and
laden for transportation as above.

Date

This baggage has been received
by me, having intact thereon the
Canadian Customs Seal, and after
due examination by me has been
disposed of as follows :—

.....
Canadian Customs Officer.

.....
Canadian Customs Officer.

FORM A. 21. (White.)

(BAGGAGE IN TRANSIT THROUGH UNITED STATES.)

IN BOND.

Baggage Card Manifest.
(In transit through U.S.)

Check No.

From

To

in Canada.

I certify that this baggage was
duly corded, sealed and laden for
transportation as above stated.

Date

.....
Canadian Customs Officer.

(OTHER SIDE.)

Stamp of Customs Receiving
Port.



This baggage has been received
by me, having intact thereon the
Canadian Customs Seal.

.....
Canadian Customs Officer.

FORM A 22. (Green.)

BAGGAGE EXAMINED IN THE U. S.

IN BOND.

(OTHER SIDE.)

Baggage Card Manifest.

Check No.

From

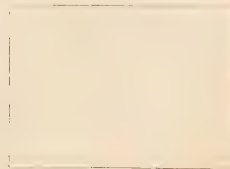
To
in Canada (through the United States.)

I certify that this baggage has been
duly corded and sealed and carefully ex-
amined by me; that there are no goods
therein which are dutiable on arrival in
Canada in the condition in which now
sealed for transportation as above.

Date

.....
Canadian Customs Officer.

Stamp of Customs Receiving
Port.



This baggage has been received by me,
having intact thereon the Canadian Cus-
toms Seal.

.....
Canadian Customs Officer.

FORM A 23.

RECORD OF BONDED BAGGAGE RECEIVED.

Corded and Sealed under Card Manifest at the Port of.....

Date Received.	Check No.	Railway.	From what Port.	Date Cancelled Manifest returned to Railway.	Remarks.
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FORM A 24.

RECORD OF BONDED BAGGAGE FORWARDED,

Corded and Sealed under Card Manifest at the Port of.....

Date Forwarded.	Check. No.	Railway.	Port on which Manifested.	Date Card Manifest received back.	Remarks.
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There may be printed on the Card Manifests of Passenger's Baggage in Bond, the following words,—“CANADA—CUSTOMS” (below the words “IN BOND”), and the cards may be provided with a slot therein, in order that they may be placed over the check on the check strap.

Record Books of Bonded Baggage *Forwarded* are to be provided by the Railways or Carriers transporting the Baggage.

Record Books of Bonded Baggage *Received* will be furnished by the Customs Department.

The Record Books are to contain about 100 pages each, bound in suitable covers, of foolscap size, with additional width allowance for binding as per Forms A 23 and A 24 hereto.

Regulations respecting the Transportation of Goods in Bond by Vessel from one Port in Canada to another.

(Sec. 31) All goods removed in bond by vessels from one port in Canada to another shall be forwarded under special Customs manifest made in duplicate in such form as may be prescribed by the Minister of Customs, who shall also direct the information to be given therein. One copy of the Customs manifest shall be forwarded on the vessel with the goods to the Customs port of destination, and the other copy shall be mailed to the same port by the collector of the sending port.

The general report outwards made by the master of the vessel, showing such goods to be “*in bond*,” shall be kept on file at the sending port. The master of the vessel on arrival at the Customs port of destination shall deliver to the collector the Customs manifest of the bonded goods annexed to his report inwards; and the said copy of manifest shall be filed with the report inwards at the receiving port.

The copy of Customs manifest forwarded by mail shall be stamped and receipted by the collector at the receiving port and shall be mailed

by him to the collector of the sending port immediately after the bonded goods, with the report inwards of the vessel, have been received at the port of destination.

A separate series of consecutive numbers shall be given at sending ports to the Customs manifests of bonded goods shipped by water, for each port of destination and for each fiscal year.

NOTE.—The Special Customs Manifest is to be used in place of the “Intransitu Advice” (Form A. 16) prescribed in Memo. No. 959 B, and may be in the same form as Reports Outwards A. 7 without the declaration, but with the words “In Bond” printed or written thereon.

Each Special Customs Manifest shall be signed by the forwarder or by the master or purser, and by a Customs officer.

The following form of Customs manifest is approved, as per schedule hereto, Form A. 16.

A 16, CANADA CUSTOMS	Stamp of sending port.	Sending Port No.
		Receiving Port No.

Special Customs Manifest of goods in bond shipped on board the
 on the 19.....
 from the port of for the port of
 in Canada.

Marks and Numbers.	Number and description of packages.	Description of Goods.	Consignees.	Reference No.

Stamp of receiving port. <i>Forwarder.</i>
 <i>Customs Officer.</i>

COASTWISE SHIPMENTS THROUGH UNITED STATES WHOLLY OR PARTLY BY WATER.

Except as otherwise ordered, goods in transit from one part of Canada to another part of Canada wholly or partly by water carriage through the United States shall be transported in British Registered Vessels under Customs Manifests, and the transfer of such goods from car to vessel and *vice versa* shall be made in the presence of a special officer of the Canadian Customs and be certified by him. The salary of the special officer shall be paid by the Carrier applying for his services.

The following form of Special Customs Manifest (A 11½) in connection with Coastwise Shipments through the United States is approved:—

Stamp of Sending Port.	FORM A 11½ for goods <i>in transit</i> by water in British Registered vessels to or from U. S. Ports where a Canadian Customs Officer is stationed.	Sending Port No.....
		Receiving Port No.....

CANADIAN CUSTOMS Special Manifest of goods in transit through United States leaving
the frontier Port of.....by water for the port of.....
and laden as below stated on board the.....sailing on.....

Marks and Numbers.	No. of Pack- ages.	Description of Goods.	In Bond or Not in Bond.	Consignor.	Consignee and Destination.	Ref., &c.

I hereby certify that the above described
goods have been laden under my supervision
as above stated.

.....
Agent of Vessel or Transportation Co.

.....
Landing Waiter.

Stamp.

Received intact and in
good order at frontier port
of.....

.....
Canadian Customs Officer.

Canadian grain and seed, ground or unground, in bags, barrels or other packages capable of being satisfactorily marked and identified, may however be forwarded in transit through the United States partly by water route from one part of Canada to another without duty, upon affidavits setting forth the facts, as in respect of flour under the following instructions issued by the Customs Department on the 15th June, 1879, 15th July, 1879, and 5th November, 1880, viz. :—

“When flour is received, which it is alleged has been purchased in
“Canada and passed *in transitu* through the United States, you will
“require one or other of the following sworn certificates, which must

Coasting Regulations in respect of Foreign Vessels.

All foreign vessels trading on the coast and entering the harbours of Canada from sea or inland waters, are governed by the following rules:—

Section 1. Foreign vessels may transport cargo and passengers from a foreign port and land the same at two or more Canadian ports, clearing from each in succession until all of said cargo and passengers are landed.

Sec. 2. Foreign vessels may take cargo and passengers from two or more Canadian ports and transport the same to a foreign port, clearing from each in succession, but taking final clearance for such foreign port at the last Canadian port which they enter on such voyage.

Sec. 3. Foreign vessels shall not take freight or passengers at one Canadian port and land the same at another Canadian port, and the master or owner of any vessel found to have violated this rule shall be subject to a penalty of \$400 for each such offence, and the vessel may be detained until the same is paid.

Sec. 4. Foreign vessels bringing cargo or passengers from a foreign port may, after landing the same, be permitted to clear light to another Canadian port for the purpose of loading cargo for a foreign port, and may clear from port to port to complete such cargo, taking final clearance as above.

Sec. 5. Foreign vessels may tow other vessels or things from a foreign port to a Canadian port; but if they drop or part from any such vessel or thing in Canadian waters, they shall not again take such vessel or thing in tow for the purpose of moving the same further in Canadian waters.

Sec. 6. Foreign vessels may tow other vessels or things from a Canadian port to a foreign port, but having parted from such vessels or things, or any of them, in Canadian waters, they cannot again take such vessels or things in tow to move them further in Canadian waters; but this and the preceding rule are not to apply to an accidental parting of such vessel by breaking hawser or other temporary damages.

Sec. 7. Foreign vessels shall be entitled to the foregoing privileges only on condition of strict compliance with the provisions of "The Customs Act," respecting reporting inwards and outwards on entering and leaving Canadian ports by the masters of such vessels.

Sec. 8. Where vessels bring cargo or passengers from a foreign port consigned to more than one Canadian port, the masters of such vessels must make a full report of the whole contents at the first port of entry, and distinguish therein the items to be there landed and the ports at which all other items are to be landed. Such report must be made in duplicate, with an additional copy for each succeeding port at which there are goods to be landed; and the collector or proper officer of

Customs shall mark each item in such report with the entry number, if entered, and in case of any item landed and placed in sufferance warehouse without entry, it shall be marked with the letter "L" in the said report; duplicate copies to be filed at said first port of entry, and the others to be carried with the vessel, and one to be filed at each succeeding port of entry.

Sec. 9. Repealed.

Sec. 10. For any violation of the requirements of these rules the master or owner of any such vessel shall be subject to a fine of \$400, or such other fine or penalty provided by the said Act as may be applicable to the case, and the vessel may be detained until such fine or penalty is paid.

Sec. 11. Vessels fitted for and engaged in the deep sea fisheries are not included in these rules.

O. C. Nov. 10, 1886.

Coasting Regulations in respect of British Registered Vessels.

Section 1. Vessels and boats employed in the transport of goods or passengers from one port or place to another port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the coasting trade, and shall be subject to the regulations governing the same.

Sec. 2. None but British registered vessels and boats wholly owned by British subjects, and such other vessels or boats as may be owned by the subjects of countries included in any treaty with Great Britain by which the coasting trade is mutually conceded, can lawfully be engaged in the coasting trade of the Dominion of Canada, and the names of such vessels or boats and the names of their port of registry shall be distinctly painted on the stern of the said vessels or boats.

Sec. 3. Such vessels and boats may, without being subject to entry or clearance, as required by law, for vessels trading between ports in the Dominion of Canada, as well as with foreign ports, carry goods the produce of Canada, or goods duty free, or goods duty paid, or passengers from any ports or places in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island to any other ports or places in the said several Provinces, provided always, that the owners or masters of such vessels or boats shall take out a license for the year or part of the year always terminable on the 30th day of June, for that purpose, from a Collector of Customs in Canada, and that the owners or masters in taking out the said license shall enter into bonds of \$500 conditioned that such vessels or boats shall not be employed in the foreign trade, unless as hereinafter provided, and provided also that the

master of every such vessel or boat shall report inwards and outwards on entering or leaving a port, on the forms hereinafter prescribed.

Sec. 4. The master of any such vessel or boat shall produce his license to any officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and such officer of Customs shall be at liberty to go on board any such coasting vessel when he may deem proper, and if he should find any dutiable goods therein which have not been entered at the Customs, or any prohibited or smuggled goods, or if any goods had been unladen therefrom before the master had reported to a Customs officer the goods and vessel shall be forfeited, and the master shall incur a penalty of \$100.

Sec. 5. Before any coasting vessel or boat shall depart from any port of lading in any one of the Provinces of the Dominion of Canada for any other port in the said Dominion, a report with a duplicate thereof, in the form or to the effect following, and signed by the master, shall be delivered to the collector or some officer of Customs who shall retain the duplicate and return the original report dated and signed by him, and such report shall be the clearance of the vessel or boat for the voyage, except for goods under bond, or goods liable to excise or internal revenue duty, which shall require the entries and warrants for landing to be signed by the proper officers as required by law; and if any report be false, the master who signed it shall forfeit the sum of \$100.

Report Inwards.

Coastwise for a registered coasting vessel or boat arriving at one port from another in the Dominion of Canada.

Port of	Registered Tonnage,	tons.
Name of Vessel,	Where from	
Master's name,		
Port of Registry,		

I, the undersigned, master of the above described vessel, do solemnly declare that I have not touched at any foreign port, nor have I taken on board, nor landed nor put off of said vessel any goods liable to Customs duty, or other revenue impost, since leaving the above named port of departure.

Collector of Customs.

Master.

Report Outwards.

Coastwise for a registered coasting vessel or boat proceeding from one port to another in the Dominion of Canada.

Port of	Port of Registry,	
Name of Vessel,	Registered Tonnage,	tons.
Master's Name,	Whither bound,	

I, the undersigned, master of the above named vessel, do solemnly swear that I am bound for, and will proceed directly to, the Port of , and that I will not, during said voyage, touch at any foreign port, nor take on board nor land, nor put off of said vessel any goods liable to Customs duty, or other revenue impost, before arriving at the above named port of destination.

day of , 18

Collector of Customs.

Master.

Sec. 6. Vessels and boats employed in the coasting trade that shall not have taken up a license for carrying goods, shall report inwards and outwards at the nearest port to their place of arrival or destination, and require clearances whenever they depart from any port or place within the Dominion of Canada; and in default of their so reporting the vessel and cargo, the master shall in such cases be subject to the penalty of \$100 for departing and arriving without due entry inwards or outwards, as the case may be. Provided that when a vessel shall sail from any place where there is no Custom House or Officer of Customs, it shall be sufficient for the carrying out of this regulation that the owner or master of such vessel do, as soon afterwards as possible, forward to the nearest Custom House a similar report in duplicate, or lodge the same at the first port at which he shall touch where there is a Custom House Officer.

Sec. 7. Goods under a removal bond from one Canadian port to another may be carried in any British registered vessel or boat trading coastwise with a proper license, upon such goods being properly entered in the report outwards and clearance in duplicate,—the Collector at the port from which such goods are removed being required to forward by mail, to the Collector of the port for which the goods are destined all the particulars and description of the goods so forwarded, and the packages shall be properly marked in red as now provided; but no goods under bond shall be carried in any coasting vessel or boat without being so reported and cleared.

Sec. 8. No coasting vessel or boat shall touch at any foreign port unless forced by unavoidable circumstances, or thereunto authorized by a Collector or proper officer of Customs; and the master of any coasting vessel or boat which has touched at any foreign port shall declare the same in writing under his own hand to the Collector or proper officer of Customs at the port or place in Canada where his vessel or boat afterwards first arrives, under a penalty of \$100.

Sec. 9. If any goods are unshipped from any vessel or boat arriving coastwise, or unshipped or water borne to be shipped, to be carried coastwise, on Sundays or holidays or unless in the presence or with the authority of the proper officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose,—the same shall be forfeited, and the master of the vessel or boat shall forfeit the sum of \$100.

Sec. 10. Officers of Customs, may board any vessel or boat in any port or place, and at any period of the voyage search her and examine all goods on board, and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

Sec. 11. No fishing boat or boat used in ferrying under fifteen tons burthen shall, except by special license or permission, carry any goods from a foreign country, which are liable to duty, under pain of seizure, unless the same (in the case of ferry boats) be for the sole use of some passenger then on board.

Sec. 12. Amended 31st May, 1901.

Sec. 13. The reports inwards and outwards coastwise required by these Regulations may, in the case of any steam vessel carrying a Purser be signed by such Purser, with the like effect in all respects, and subject to the like penalty on the Purser, and the like forfeiture of the goods, in case of any untrue statement, or violation of Customs law as if the report was signed by the master; and the word master, for the purposes of these Regulations, shall be construed as including the Purser of any steam vessel; but nothing herein contained shall preclude the Collector or proper officer of Customs from calling upon the master of any steam vessel to answer all such questions concerning the vessel, passengers, cargo and crew, as might be lawfully demanded of him if the report had been made by him, or to exempt the master from the penalties imposed by these Regulations for failure to answer any such questions or for answering untruly or to prevent the master from making such report, if he shall see fit so to do.

Sec. 14. The foregoing Regulations are also to govern the Coasting Trade of the Province of British Columbia so far only as relates to vessels trading or making voyages between the several ports in that Province.

O. C. April 17, 1883.

Cancelled

Foreign Vessels Admitted to the Coasting Trade.

VESSELS OF ITALY.

Section 1. Whereas by the 2nd section of chapter 83 of the Revised Statutes of Canada, intituled, "An Act respecting the Coasting Trade of Canada," it is, amongst other things, enacted that no goods or passengers shall be carried by water from one port of Canada to another, except in British ships;

And whereas by the 5th section of the said Act it is further enacted that the Governor in Council may, from time to time, declare that the foregoing provisions of said Act shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of that country, and permitted to carry goods and passengers from one port or place to another in such country;

Sec. 2. And whereas British ships are allowed to participate in the coasting trade of Italy on the same footing as the vessels of that kingdom,—

His Excellency in Council has been pleased to order and declare, that the provisions of the said Act shall not apply to the ships or vessels of Italy, but that such vessels shall be, and they are hereby admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. Oct. 13, 1873.

VESSELS OF GERMANY.

Sec. 3. And whereas British Ships are allowed to participate in the coasting trade of Germany on the same footing as the vessels of that Empire,—

His Excellency in Council has been pleased to order and declare that the provisions of the said Act shall not apply to the ships or vessels of Germany, but that such vessels shall be, and they are hereby, admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. May 14, 1874

VESSELS OF THE NETHERLANDS.

Sec. 4. And whereas British ships are allowed to participate in the coasting trade of the Netherlands on the same footing as vessels of that country,—

His Excellency in Council has been pleased to order and declare that the provisions of the said Act shall not apply to the ships or vessels of the Netherlands, but that such vessels shall be, and they are hereby admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. Nov. 5, 1874.

Cancelled

VESSELS OF SWEDEN AND NORWAY.

Sec. 5. And whereas British ships are allowed to participate in the coasting trade of Sweden and Norway on the same footing as the vessels of that country,—

His Excellency in Council has been pleased to order and declare that the provisions of the said Act shall not apply to the ships or vessels of Sweden and Norway, but that such vessels shall be, and they are hereby admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. Nov. 5, 1874.

VESSELS OF AUSTRO-HUNGARY.

Sec. 6. And whereas British ships are allowed to participate in the coasting trade of the Austro-Hungarian Empire on the same footing as the vessels of that country,—

His Excellency in Council has been pleased to order and declare that the provisions of the said Act shall not apply to the ships or vessels of the Austro-Hungarian Empire, but that such vessels shall be, and they are hereby admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. June 1, 1876.

VESSELS OF DENMARK.

Sec. 7. And whereas British ships are allowed to participate in the coasting trade of Denmark on the same footing as the vessels of that country,—

His Excellency in Council has been pleased to order and declare that the provisions of the said Act shall not apply to the ships or vessels of Denmark, but that such vessels shall be, and they are hereby admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. Jan. 25, 1877.

VESSELS OF BELGIUM.

Sec. 8. And whereas British ships are allowed to participate in the coasting trade of Belgium on the same footing as the vessels of that country,—

His Excellency in Council has been pleased to order and declare that the provisions of the said Act shall not apply to the ships or vessels of Belgium, but that such vessels shall be, and they are hereby admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. Sept. 13, 1879.

VESSELS OF THE ARGENTINE REPUBLIC.

Sec. 9. And whereas British ships are allowed to participate in the coasting trade of the Argentine Republic on the same footing as the vessels of that country,—

His Excellency in Council has been pleased to order and declare that the provisions of the said Act shall not apply to ships or vessels of the Argentine Republic, but that such ships shall be and they are hereby admitted to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels.

O. C. May 10, 1881.

Amendment of Section 12 Coasting Regulations.

By Order in Council of 31st May, 1901, Section 12 of the Coasting Regulations, made by Order in Council of 17th April, 1883, is rescinded and the following is substituted in lieu thereof, viz :—

12. “No goods shall be taken into or put out of any coasting vessel or boat, while on her voyage by river, lake or sea, without permit of the Collector or proper officer of Customs.”

“No vessel or boat arriving in Canada from a place beyond the limits of Canada shall proceed further coastwise or take or unlade cargo without a special permit from the Collector, and the lading, unlading and conveyance of goods under this section shall be subject to such rules and conditions as the Minister of Customs may from time to time prescribe.”

“Unregistered vessels, boats and scows built in Canada may take bonded goods at a Canadian port on the Yukon River and transport the same to another Canadian port or to a foreign port on the Yukon River under Special Customs Manifests, in such form and subject to such rules and conditions as shall be prescribed by the Minister of Customs.”

“The Minister of Customs is authorized to take such bonds and security as he deems advisable for the performance of the conditions under which unregistered vessels, boats and scows may be permitted to carry bonded goods.”

The following rules and conditions are prescribed by the Minister of Customs in respect of the conveyance of goods coastwise by any British registered vessel arriving from a place beyond the limits of Canada at a port in Canada with cargo to be carried in the said vessel to another port in Canada to be there landed, viz. :—

The goods shall be laden at the Canadian port on the said vessel, under the supervision of a Customs officer, with marks and numbers for their identification, and shall be forwarded under Special Customs Manifests Form A 16, as free goods, and a reference to the lading of “free goods” on board shall be endorsed on the Clearance of the vessel.

The following rules and conditions are prescribed by the Minister of Customs in respect of unregistered vessels, boats and scows carrying bonded goods under Special Customs Manifests on the Yukon River :—

1. Each such vessel, boat or scow shall be licensed, numbered and have official papers from the Collector of Customs at White Horse or Dawson, and the numbers (corresponding with the Police Record numbers) shall be painted in legible figures on the bow.

(a) The applicant for a license shall fill up a form, in duplicate, with true statements in their proper places, of the length, breadth, depth and approximate tonnage of the vessel, boat or scow, the names of the owners thereof, and if the property in the vessel, boat or scow is divided into shares, the number of shares held by each owner, and shall subscribe the same and deliver them to the Collector.

(b) The Collector shall record the particulars in a License Book, to be kept by him for the purpose, and shall endorse on one of the applications the word Licensed and official number, adding thereto the name of the port, and he shall sign, date and hand same to the applicant as the License and official paper of the vessel, boat or scow ; and the name of the Master or person in charge shall be recorded on the official paper.

(c) The application for License may be in the following form :—

I, the undersigned of
in declare as follows :—

I am entitled to take a license for the now in
this port, of which the following are the particulars :—

Measurements.	Feet.	Inches.	Tonnage.	Number of tons.
Length.....			Approximate Tonnage.	
Breadth.				
Depth.....				
Names of Owners.			Number of shares held by each if divided into shares.	

Dated at

190 .

*Master, Owner, or Managing
Owner, as the case may be.*

2. Before being permitted to manifest goods in bond on any such licensed vessel, boat or scow, a bond shall be given to the satisfaction of the Collector in a form approved by the Minister of Customs for the due and faithful production at the respective ports of destination in Canada or outside of Canada of all goods for transportation under such manifests and for the general compliance with the Customs laws and regulations governing such traffic.

3. Goods carried in bond by water from one Customs port to another in the Yukon Territory shall be forwarded under Special Manifest, Form A 16.

4. Goods exported in bond by water from a Customs port in the Yukon shall be entered in transitu for exportation in triplicate in the prescribed form, one copy to remain on file at the sending port, one copy to be forwarded to the Department through the Collector and one copy to be attached to the Clearance referred to therein. Such Intransitu Entries shall serve as Special Customs Manifests and shall be recorded in a separate series with consecutive numbers. One copy of the Intransitu Entry shall be returned to the sending port in Canada within ninety (90) days from the date of the Entry, with the certificate of an Officer of U. S. Customs thereon that the goods described therein have been landed in the United States at the Port of and duly reported at U. S. Customs.

5. All goods carried in bond by water shall be reported Outwards at the Customs port of lading on Form A 7, and Export Entries, in duplicate, on Form B 13 shall also be delivered to the Collector at the said port in respect of all unregistered vessels, boats and scows, departing for a foreign port and not intending to return to Canada.

6. Wines and spirituous liquors shall not be transported on the Yukon River in bond under these Regulations on unregistered vessels, boats or scows, without special permission under further regulations of the Customs Department.

Manifesting of Postal Parcels.

The attention of this Department has been called by the authorities of the Post Office Department, to the fact that frequently dutiable postal parcels forwarded by mail under manifest, arrive at their destination without the manifest attached thereto, in consequence of the manifest being attached to such parcels insecurely at the sending port,—sometimes only with elastic bands.

Complaint is also made that such parcels are frequently not addressed plainly to the Customs Officer for whom they are intended, thus interfering with the prompt delivery of the same.

You are now instructed to see that all postal parcels forwarded from your Port or under your survey, by mail under manifest, have the manifest firmly attached thereto, and that such parcels are plainly addressed to the Officer at point of destination.

Manifesting of Dutiable Postal Packages to Customs Collecting Stations.

Referring to Memo. No. 955 B and Memo. No. 1048 B, you are reminded that ALL Dutiable Postal Packages destined to Post Offices or Preventive Stations where Customs Duties thereon are authorized to be collected, shall be forwarded under manifest from the Port or Outport to which the Post Office or Station is attached :

Provided, that in cases of urgency or to expedite transmission the Collector of any other Port or Outport may send Dutiable Postal Packages under manifest direct to any Post Office or Preventive Station being a Customs Collecting Station, one copy of the manifest, however, to be sent in such case to the Collector of the Port or Outport having supervision over the Customs Collecting Station.

Dutiable Postal Packages arriving at any Custom House may be remailed to a Custom House at another Port or Outport of Customs without manifest—the parcel being marked “In Bond” with the name of the Customs Port to which it is destined, for example, thus :

In Bond to Customs, Toronto.

Memo. 661 B and Memo. 1059 B.

SPECIAL NOTE.

The foregoing Summary is issued in its present form temporarily for convenient reference pending a more complete issue of General Customs Regulations.

John W. Fitzgerald

Commissioner of Customs.

